

Exhibit 14 Central 70 Project Mitigation Measures

| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|--------------------------------|--|--|------------------------------|---|-----------------------------------|
| 1 | Transportation | Temporary road closures and traffic detours may have impacts on access to certain public services | Coordinate with RTD for phasing of improvements to minimize disruptions to transit operations | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Chapter 4, p. 4-56 |
| 2 | Transportation | Temporary road closures and traffic detours may have impacts on access to certain public services | Coordinate with RTD more than 30 days in advance during construction to minimize disruptions to service areas and schedules and notify transit users in advance of any closures, delays, or modifications in bus or rail routes; and on modifications or relocation of transit stops or signage along the affected routes since accessibility is required to be maintained | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Chapter 4, p. 4-56 |
| 3 | Transportation | Temporary impacts to rail facilities will result from the construction of railroad bridge structures and/or the relocation of track operations | Coordinate with UPRR, BNSF, and DRIR for phasing of improvements to minimize disruptions to railroad operations | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Chapter 4, p. 4-56 |
| 4 | Transportation | Impacts to local traffic volumes caused by removal of the York Street interchange and changes to the Steele Street/ Vasquez Boulevard interchange and the Colorado Boulevard interchange | Coordinate with Denver to determine appropriate truck routes on city streets | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Chapter 4, p. 4-56 |
| 5 | Transportation | Temporary road closures and traffic detours may have impacts on access to certain public services | Develop and implement a Transportation Demand Management (TDM) program during construction, which could include items such as working with RTD on enhanced transit service and including ITS | CDOT Engineering/ Developer | Pre-construction/ during construction | ROD, Section 9.1, p. 137 |
| 6 | Transportation | Temporary road closures and traffic detours may have impacts on access to certain public services | Coordinate with affected local governments, residents, and businesses to minimize disruptions during construction | CDOT Engineering/ Developer | Pre-construction/ during construction | ROD, Section 9.1, p. 137 |
| 7 | Social and Economic Conditions | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Compensate any person(s) whose property needs to be acquired according to the U.S. Constitution and the Uniform Act, as amended | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.2, p. 5.2-51 |

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| 8 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Provide safe and efficient connections through neighborhoods during construction for all modes of transportation, including bicycles and pedestrians | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.2, p. 5.2-51 |
| 9 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Coordinate with emergency service providers during construction to minimize effects on response times | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.2, p. 5.2-51 |
| 10 | Social and Economic Conditions | Temporary effect to the regional economy from construction-related traffic congestion | Use standard measures—such as phased construction, advance notice of road closures and detours, and fixed and variable signage—to reduce effects on local residents, businesses, and services and on I-70 motorists | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.2, p. 5.2-51 |
| 11 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Use standard measures—such as phased construction, advance notice of road closures and detours, and fixed and variable signage—to reduce effects on local residents, businesses, and services and on I-70 motorists | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.2, p. 5.2-51 |
| 12 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Provide a robust and context-sensitive communications and outreach plan throughout construction to ensure residents are kept informed | CDOT Public Involvement/ Developer | Pre-construction/ during construction | Final EIS, Section 5.2, p. 5.2-51 |
| 13 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Coordinate with RTD more than 30 days in advance during construction to minimize disruptions to service areas and schedules and notify transit users in advance of any closures, delays, or modifications in bus or rail routes; and on modifications or relocation of transit stops or signage along the affected routes since accessibility is required to be maintained | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.2, p. 5.2-51 |
| 14 | Social and Economic Conditions | Temporary road closures and traffic detours may have impacts on access to certain public services | Use signs and notifications to reduce adverse effects on access to homes, businesses, and services during the construction period from detours | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.2, p. 5.2-51 |

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| 15 | Social and Economic Conditions | Acquisition of right of way from the buffer area between 46th Avenue and the field to the south of Swansea Elementary School | Removing the viaduct, lowering the highway, and covering portions of the highway to include space for community and neighborhood activities | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.2, p. 5.2-52 |
| 16 | Social and Economic Conditions | Acquisition of right of way from the buffer area between 46th Avenue and the field to the south of Swansea Elementary School | Redesign and reconstruct the school playground; this will include the adjacent parcels as part of the elementary school site and will eliminate Elizabeth Street between 46th Avenue and 47th Avenue and 46th Avenue between Clayton Street and Columbine Street will be removed to allow for a seamless connection between Swansea Elementary School and the landscape on the highway cover | CDOT Engineering/ Developer | Final design/ during construction | Final EIS, Section 5.2, p. 5.2-52 |
| 17 | Environmental Justice | 17 business relocations (includes 1 non-profit relocation) | Provide targeted assistance to encourage businesses that are crucial to low-income and minority populations to find new locations in the same neighborhoods | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.3, p. 5.3-41 |
| 18 | Environmental Justice | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Provide funding to CRHDC to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business and residential loans; CDOT has already provided funding to CRHDC as early mitigation | CDOT Right of Way and Engineering | During property acquisition/ pre-construction (complete) | Final EIS, Section 5.3, p. 5.3-41 |
| 19 | Environmental Justice | Potential for disturbing hazardous material sites during construction | Collect representative soil samples of three or four recently cleaned-up residential properties pre-, during, and post-construction to test for lead and arsenic to ensure that the properties aren't re-contaminated due to construction activities | CDOT Environmental/ Developer | Pre-construction/ during construction/ post-construction | Final EIS, Section 5.3, p. 5.3-41 |
| 20 | Environmental Justice | Increasing noise and dust during construction | Provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—two free portable or window-mounted air conditioning units with air filtration and assistance for the potential additional utility costs during construction | CDOT Engineering and Environmental | Pre-construction | Final EIS, Section 5.3, p. 5.3-41 |

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| 21 | Environmental Justice | Increasing noise and dust during construction | Provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—interior storm windows | CDOT Engineering and Environmental | Pre-construction | Final EIS, Section 5.3, p. 5.3-41 |
| 22 | Environmental Justice | Increasing noise and dust during construction | Provide residents close to the highway construction—between 45th Avenue and 47th Avenue from Brighton Boulevard to Colorado Boulevard—furnace filters | CDOT Engineering and Environmental | Pre-construction | ROD, Section 9.3, p. 138 |
| 23 | Environmental Justice | 17 business relocations (includes 1 non-profit relocation) | Facilitate opportunities to promote hiring individuals from the communities, such as job fairs with developers | CDOT Civil Rights and Public Involvement/ Developer | Pre-construction/ during construction | Final EIS, Section 5.3, p. 5.3-44 |
| 24 | Environmental Justice | 17 business relocations (includes 1 non-profit relocation) | Execute geographic-based hiring preferences (CDOT has submitted an application and received approval under Special Experiment Project 14 (SEP-14) for the US DOT pilot program) | CDOT Civil Rights and Public Involvement/ Developer | Pre-construction/ during construction | Final EIS, Section 5.3, p. 5.3-41 |
| 25 | Environmental Justice | 17 business relocations (includes 1 non-profit relocation) | Research opportunities to invest funds in a local workforce development program aimed at job readiness training prior to construction | CDOT Civil Rights and Public Involvement/ Developer | Pre-construction/ during construction | Final EIS, Section 5.3, p. 5.3-41 |
| 26 | Environmental Justice | Increasing noise and dust during construction at the school | Provide a new HVAC system, doors, and windows for Swansea Elementary School | CDOT Engineering | Pre-construction | Final EIS, Section 5.3, p. 5.3-41 |
| 27 | Environmental Justice | Moving the highway closer to Swansea Elementary School | Prior to the start of roadway construction, build two new classrooms at Swansea Elementary School to enhance the overall quality of the school | CDOT Engineering | Pre-construction | Final EIS, Section 5.3, p. 5.3-41 |
| 28 | Environmental Justice | Improving safety of north-south pedestrian and bicycle connectivity compared to the existing conditions by eliminating unsafe crossings underneath the viaduct | Remove the viaduct, lower the highway, and cover a portion of the highway to include space for community and neighborhood activities | CDOT Engineering/ Developer | Final design/ during construction | Final EIS, Section 5.3, p. 5.3-44 |
| 29 | Environmental Justice | Displacing Stop N Shop and Pilot Travel Center truck stop | Provide \$100,000 toward the Denver Office of Economic Development's GES Healthy Food Challenge that will help facilitate access to fresh food. | CDOT Environmental and Engineering | Pre-construction/ during construction | ROD, Section 9.3 p. 138 |

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| 30 | Environmental Justice | Moving the highway closer to Swansea Elementary School | Redesign and reconstruct the school playground; this will include the adjacent parcels as part of the elementary school site and will eliminate Elizabeth Street between 46th Avenue and 47th Avenue and 46th Avenue between Clayton Street and Columbine Street will be removed to allow for a seamless connection between Swansea Elementary School and the landscape on the highway cover | CDOT Engineering/ Developer | Final design/ during construction | Final EIS, Section 5.3, p. 5.3-44 |
| 31 | Environmental Justice | Relocating 56 residences | Provide \$2 million in funding to support affordable housing in the Elyria and Swansea Neighborhood through available programs | CDOT Environmental and Engineering | Pre-construction/ during construction | ROD, Section 9.3 p. 138 |
| 32 | Environmental Justice | Creating a financial burden to the low-income community, who may not be able to afford to use the tolled express lanes | Eligible residents of Globeville, Elyria, and Swansea will be provided mitigation for the financial burden of access to the tolled express lane through either free transponders, pre-loading of tolls, or other means determined prior to the opening of the tolled express lane. Eligibility and the duration of the program are expected to be determined based on factors including, but not limited to, residency, financial burden, number of vehicles per resident or household, etc. | CDOT HPTE | Post-construction | ROD, Section 9.3, p. 139 |
| 33 | Land use | 56.2 acres converted to transportation use | Continue to coordinate with local jurisdictions to ensure compatibility with land use plans and to address any inconsistency that may arise | CDOT Engineering/ Developer | Final design | Final EIS, Section 5.4, p. 5.4-18 |
| 34 | Relocations and displacements | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Compensate any person(s) whose property needs to be acquired according to the U.S. Constitution and the Uniform Act, as amended | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.5, p. 5.5-20 |
| 35 | Relocations and displacements | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Provide all impacted owners notification of the acquiring agency's intent to acquire an interest in their property, including a written offer letter of just compensation specifically describing those property interests; assign a right of way specialist to each property owner to assist them with this process | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.5, p. 5.5-20 |

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| 36 | Relocations and displacements | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Provide bilingual services for any of the relocated and displaced businesses or households that need them | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.5, p. 5.5-20 |
| 37 | Relocations and displacements | 56 residential relocations 17 business relocations (includes 1 non-profit relocation) | Meet directly with those owners and occupants who would be relocated as a result of the proposed project; conduct multiple meetings with these individuals to provide an introduction and overview of the process associated with the Uniform Act; provide information on resources available, including assistance from local, state, and federal agencies, and private agencies in the community; identify individual eligibility for benefits | CDOT Right of Way/ Developer | During property acquisition | Final EIS, Section 5.5, p. 5.5-20 |
| 38 | Historic preservation | Adverse Effect—13 historic resources | Provide Level II archival documentation for adversely affected resources | CDOT Environmental | Pre-construction/ during construction | Final EIS, Section 5.6, p. 5.6-17 |
| 39 | Historic preservation | Adverse Effect—13 historic properties | Provide funding and participate in the creation of a documentary covering the history of I-70 East and its relationship to the Elyria and Swansea and Globeville neighborhoods (mitigation has been completed, and is available to view at www.i-70east.com) | CDOT Environmental | Pre-construction (complete) | Final EIS, Section 5.6, p. 5.6-17 |
| 40 | Historic preservation | Adverse Effect—13 historic properties Temporary impacts may include dust and debris, visual and auditory degradation related to construction activities, and decreased access | Implement mitigation measures, as identified, in consultation with SHPO and consulting parties as described in the Programmatic Agreement (PA) | CDOT Engineering and Environmental | Pre-construction/ during construction | Final EIS, Section 5.6, p. 5.6-17 |
| 41 | Historic preservation | Discovery of cultural materials related to Indian occupation during construction | Contact consulting Indian tribes if Indian cultural materials are identified at any time during construction | CDOT Engineering and Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.6, p. 5.6-17 |
| 42 | Historic preservation | Potential for construction activities to discover unanticipated, sub-surface historic resources during the course of construction, including, but not limited to, trolley tracks, sewer systems, building foundations, or historic artifacts | Refer to the Section 106 PA, Stipulation VI, Construction Phase Post-Review Discoveries, which sets forth a process for review of unanticipated resources uncovered during construction | CDOT Engineering and Environmental/ Developer | During construction | ROD, Section 9.6, p. 149 |

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| 43 | Historic preservation | Potential for construction activities to discover unanticipated, sub-surface historic resources during the course of construction, including, but not limited to, trolley tracks, sewer systems, building foundations, or historic artifacts | If trolley tracks or any other potential historic resources are discovered during construction and the impact on the resource is determined to be adverse, CDOT will follow I-70 East Corridor Programmatic Agreement Mitigation Stipulation III (6) to determine appropriate mitigation measures. | CDOT Engineering and Environmental/ Developer | During construction | ROD, Section 9.6, p. 149 |
| 44 | Paleontological | Potential for encountering paleontological resources in excavated bedrock of the Denver and Arapahoe Formations | Perform an intensive preconstruction paleontological survey | CDOT Environmental | Pre-construction | Final EIS, Section 5.7, p. 5.7-7 |
| 45 | Paleontological resources | Potential for encountering paleontological resources in excavated bedrock of the Denver and Arapahoe Formations | Perform spot-checking of excavations by a qualified paleontologist in areas of high paleontological potential during all phases of construction until bedrock is reached, then perform continuous paleontological monitoring | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.7, p. 5.7-7 |
| 46 | Paleontological resources | Potential for encountering paleontological resources in excavated bedrock of the Denver and Arapahoe Formations | Cease work immediately upon discovery of any paleontological resources, fence off the area, and allow the paleontologist to conduct sampling or excavation of specimens by hand or with mechanized equipment; do not resume work in the area until receiving formal notification from the paleontologist allowing work to resume | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.7, p. 5.7-7 |
| 47 | Visual resources and aesthetic qualities | Ground-level noise walls or safety barriers are less intrusive to viewers' eyes compared to the No-Action and Revised Viaduct Alternatives, but they also introduce a new visual impact by blocking the view across the highway | Use <i>Attachment O, Aesthetic and Design Guidelines</i> of the Final EIS, developed during the EIS process, with Denver and the community during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each watershed; CDOT is committed to following the guidelines and continued community involvement during final design and construction | CDOT Environmental and Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.8, p. 5.8-25 |

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| 48 | Visual resources and aesthetic qualities | Views for drivers traveling eastbound and westbound will be entirely different from the existing conditions | Use <i>Attachment O, Aesthetic and Design Guidelines</i> of the Final EIS, developed during the EIS process, with Denver and the community during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed; CDOT is committed to following the guidelines and continued community involvement during final design and construction | CDOT Environmental and Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.8, p. 5.8-25 |
| 49 | Visual resources and aesthetic qualities | Tolled express lanes infrastructure will create new visual impacts along the project corridor | Use <i>Attachment O, Aesthetic and Design Guidelines</i> of the Final EIS, developed during the EIS process, with Denver and the community during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed; CDOT is committed to following the guidelines and continued community involvement during final design and construction | CDOT Environmental and Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.8, p. 5.8-25 |
| 50 | Parks and recreational resources | South Platte River Greenway (Section 6(f) resource) temporary impacts may occur during construction | Provide adequate notice and signing to Greenway users prior to and during construction | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.9, p. 5.9-22 |
| 51 | Parks and recreational resources | South Platte River Greenway (Section 6(f) resource) temporary impacts may occur during construction | Coordinate with Denver Parks and Recreation and provide trail detours and ADA-compliant detour signage during construction consistent with the 2007 Denver Construction Detour Standards for Bikeways and Multi-Use Trails | CDOT Engineering/ Developer | During construction | ROD, Section 9.8, p. 154 |
| 52 | Parks and recreational resources | South Platte River Greenway (Section 6(f) resource) temporary impacts may occur during construction | Return Greenway to pre-construction or comparable state following construction | CDOT Engineering/ Developer | During construction/ post-construction | Final EIS, Section 5.9, p. 5.9-22 |
| 53 | Parks and recreational resources | South Platte River Greenway (Section 6(f) resource) temporary impacts may occur during construction | If new trail construction or full trail reconstruction is required, coordinate with Denver Parks and Recreation during the design and construction phase to ensure that all trail construction meets current standards. | CDOT Engineering/ Developer | Final design/ during construction | ROD, Section 9.8, p. 154 |

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| 54 | Parks and recreational resources | 0.95 acre of impact to Swansea Elementary School | Use remnants of adjacent parcels obtained for right-of-way expansion to reconfigure the school site plan and replace all the playground facilities; this includes closing Elizabeth Street between 46th Avenue and 47th Avenue | CDOT Engineering/ Developer | Final design/ during construction | Final EIS, Section 5.9, p. 5.9-22 |
| 55 | Parks and recreational resources | Part of Globeville Landing Park will be closed during construction | Return to pre-construction or comparable state following construction | CDOT Engineering/ Developer | During construction/ post-construction | Final EIS, Section 5.9, p. 5.9-22 |
| 56 | Parks and recreational resources | Globeville Landing Park and South Platte River Greenway temporary impacts may occur during construction | Once final design has occurred and prior to impacts occurring to Globeville Landing Park and the South Platte River Greenway, a Proposal Description/Environmental Screening Form for the temporary non-conforming uses must be completed, submitted, and approved by Colorado Parks and Wildlife (CPW) and the National Park Service (NPS) | CDOT Environmental/ Developer | Pre-construction | ROD, Chapter 9, p. 154 |
| 57 | Air quality | Fugitive dust during construction could cause temporary impacts | Monitor for particulate matter less than 10 microns in size (PM ₁₀), which will allow for the real-time modification or implementation of various dust control measures during construction | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 58 | Air quality | Fugitive dust during construction could cause temporary impacts | Cover, wet, compact, or use chemical stabilization binding agent to control dust and excavated materials at construction sites | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 59 | Air quality | Fugitive dust during construction could cause temporary impacts | Use wind barriers and wind screens to reduce the spread of dust from the site | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 60 | Air quality | Fugitive dust during construction could cause temporary impacts | Have a wheel wash station and/or crushed stone apron at egress/ingress areas to prevent dirt being tracked onto public streets | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 61 | Air quality | Fugitive dust during construction could cause temporary impacts | Use vacuum-powered street sweepers to remove dirt tracked onto streets | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |

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| 62 | Air quality | Fugitive dust during construction could cause temporary impacts | Cover all dump trucks leaving sites to prevent dirt from spilling onto streets | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 63 | Air quality | Fugitive dust during construction could cause temporary impacts | Minimize disturbed areas, particularly in winter | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 64 | Air quality | MSAT emissions could increase temporarily during construction | Prohibit unnecessary idling of construction equipment | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 65 | Air quality | MSAT emissions could increase temporarily during construction | Locate construction diesel engines as far away as possible from residential areas | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 66 | Air quality | MSAT emissions could increase temporarily during construction | Locate construction staging areas close to work sites, while situating them as far away as possible from residential uses | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 67 | Air quality | MSAT emissions could increase temporarily during construction | Require heavy construction equipment to use the cleanest available engines or be retrofitted with diesel particulate control technology | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 68 | Air quality | MSAT emissions could increase temporarily during construction | Use alternatives to diesel engines and/or diesel fuels, such as biodiesel, liquefied natural gas, or compressed natural gas, fuel cells, and electric engines, if applicable. | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.10, p. 5.10-47 |
| 69 | Air quality | MSAT emissions could increase temporarily during construction | Install engine pre-heater devices to eliminate unnecessary idling for wintertime construction | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 70 | Air quality | MSAT emissions could increase temporarily during construction | Prohibit tampering with equipment to increase horsepower or to defeat an emission control device's effectiveness | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 71 | Air quality | MSAT emissions could increase temporarily during construction | Require construction vehicle engines to be properly tuned and maintained | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |

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| 72 | Air quality | MSAT emissions could increase temporarily during construction | Use construction vehicles and equipment with the minimum practical engine size for the intended job | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 73 | Air quality | Construction fugitive dust could cause temporary impacts | Continue the “sweepbox” program on the highway to achieve the current level of fugitive dust reduction; and enhance street sweeping after snow events to reduce the particulate matter accumulation during operations | CDOT Maintenance/ Developer | Post-construction | Final EIS, Section 5.10, p. 5.10-47 |
| 74 | Air quality | MSAT emissions could increase temporarily during construction | Optimize signal timing at intersections and along arterial streets near the freeway to reduce vehicle delay and tailpipe emissions | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 75 | Air quality | MSAT emissions could increase temporarily during construction | Implement congestion pricing and commuter incentive programs that reduce peak-period highway congestion and emissions | CDOT HPTE/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 76 | Air quality | MSAT emissions could increase temporarily during construction | Encourage TDM options, such as high-occupancy vehicle lanes and agreements with major employers to promote and implement flexible work programs | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.10, p. 5.10-47 |
| 77 | Energy | 5,808 billion Btu consumed during construction | Limit idling of construction equipment | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.11, p. 5.11-7 |
| 78 | Energy | 5,808 billion Btu consumed during construction | Encourage employee carpooling and vanpooling for construction workers | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.11, p. 5.11-7 |
| 79 | Energy | 5,808 billion Btu consumed during construction | Encourage use of closest material sources | CDOT Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 80 | Energy | 5,808 billion Btu consumed during construction | Locate construction staging areas close to work sites, while situating them as far away as possible from residential uses | CDOT Environmental and Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |

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| 81 | Energy | 5,808 billion Btu consumed during construction | Encourage use of cleaner and more fuel-efficient construction vehicles (for example, low sulfur fuel, biodiesel, or hybrid technologies) | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 82 | Energy | 5,808 billion Btu consumed during construction | Encourage use of alternative fuels and asphalt binders | CDOT Environmental and Engineering/ Developer | Pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 83 | Energy | 5,808 billion Btu consumed during construction | Implement traffic management schemes that minimize delays and idling | CDOT Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 84 | Energy | 70.0 billion Btu consumed per day | Implement energy conservation measures where appropriate, such as energy-efficient electrical system specifications, lighting, mechanical equipment, and building insulation in accordance with CDOT's <i>Lighting Design Guide</i> (CDOT, 2006) | CDOT Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 85 | Energy | 70.0 billion Btu consumed per day | Encourage energy-efficient options for the cover facilities | CDOT Engineering/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.11, p. 5.11-7 |
| 86 | Noise | Construction noise will present short-term effects to those dwelling units located along the corridor and along designated construction access routes | Implement best management practices (BMPs) to minimize noise during construction, as per FHWA's <i>Highway Construction Noise Handbook</i> (2006) | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.12, p. 5.12-62 |
| 87 | Noise | Construction noise will present short-term effects to those dwelling units located along the corridor and along designated construction access routes | Conduct a benefited receptor survey prior to construction to determine if the recommended noise wall is desired; if the survey results show that the majority of benefited receptors who respond to the survey desire the noise wall, the noise wall will be optimized and built | CDOT Environmental/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.12, p. 5.12-62 |

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| 88 | Noise | <p>Number of noise receptors that exceed NAC threshold:</p> <ul style="list-style-type: none"> Globeville: 27 Elyria: 40 (11 increase substantially—by 10 dBA or more) Swansea: 37 Stapleton: 0 Peoria Street: 0 Montbello: 3 Aurora: 2 | Location and height of feasible and reasonable walls: Elyria: 12 to 20 feet | CDOT Environmental/ Developer | Final design/ during construction | Final EIS, Section 5.12, p. 5.12-62 |
| 89 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat; 0.999 acres of permanent impacts and 0.892 acre of temporary impacts to riparian areas | Comply with Senate Bill 40, CDOT Impacted Black-Tailed Prairie Dog Policy, and CDOT Standard Specifications for protection of migratory birds | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 90 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat; 0.999 acres of permanent impacts and 0.892 acre of temporary impacts to riparian areas | Monitor disturbed sites during construction to identify and treat any noxious weed invasion | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.13, p. 5.13-26 |
| 91 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat; 0.999 acres of permanent impacts and 0.892 acre of temporary impacts to riparian areas | Reclaim disturbed areas in phases throughout construction with native grasses and forbs | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.13, p. 5.13-26 |
| 92 | Biological resources | 0.999 acres of permanent impacts and 0.892 acre of temporary impacts to riparian areas | Replace riparian trees at a 1:1 ratio and riparian shrubs at a 1:1 square foot ratio | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.13, p. 5.13-26 |
| 93 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Conduct a Burrowing Owl survey following CPW protocols no more than 30 days prior to construction if construction in prairie dog colonies will occur between February 1 and August 31; if a nesting pair is discovered, no construction activity will occur within 150 feet of the nest between March 15 and October 31 | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|-------------------------------------|---|---|---|---|-------------------------------------|
| 94 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Eagle nest surveys will be conducted during the appropriate seasons prior to construction beginning near the winter range and known nest sites, then annually between January 1 and April 31 for the remainder of construction, in the event that a Bald and Golden Eagle Protection Act permit is needed | CDOT Environmental/ Developer | Pre-construction/ during construction | ROD, Section 9.11, p. 174 |
| 95 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Remove or trim vegetation outside of the April 1 to August 31 migratory bird-breeding season | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 96 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Survey areas to be cleared and grubbed, as well as areas within 50 feet of these areas, between April 1 and August 31 for active migratory bird nests within seven days of the work being performed | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 97 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Remove existing nests from structures after August 31 and prior to April 1 | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 98 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Monitor structures at least once every three days for any nesting activity between April 1 and August 31 | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 99 | Biological resources | 369.2 acres of permanent, direct impact to wildlife habitat | Prepare and implement an Integrated Noxious Weeds Management Plan | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 100 | Biological resources | 0.999 acres of permanent impacts and 0.892 acre of temporary impacts to riparian areas | Perform botanical surveys for Ute ladies'-tresses orchid and Colorado butterfly plant | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.13, p. 5.13-26 |
| 101 | Floodplains and drainage/ hydrology | Impact to potential ponding areas due to the increased width of the highway, which may increase runoff from I-70 | Create detention ponds and implement storm drainage for onsite drainage system improvements | CDOT Engineering and Environmental/ Developer | Final design/ during construction | Final EIS, Section 5.14, p. 5.14-11 |
| 102 | Floodplains and drainage/ hydrology | The potential ponding areas between Brighton Boulevard and Dahlia Street will be substantially impacted due to lowered profile of the highway | Build a south offsite drainage system to reduce the risk of flooding within the lowered section of I-70, as well as the portion of the watershed between I-70 and the South Platte River | CDOT Engineering/ Developer | Final design/ during construction | ROD, Section 9.12, p. 174 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---|---|--|------------------------------|--|-------------------------------------|
| 103 | Floodplains and drainage/hydrology | Potential impacts to South Platte River | Design the outfalls to the South Platte River to have no adverse impact to the floodplain | CDOT Engineering/Developer | Final design | ROD, Section 9.12, p. 178 |
| 104 | Floodplains and drainage/hydrology | Potential conflict with adjacent drainage projects by Denver | Coordinate with adjacent projects to ensure there are no conflicts between the projects | CDOT Engineering/Developer | Final design | ROD, Section 9.12, p. 178 |
| 105 | Wetlands, open waters, and other waters of the U.S. | 5.507 acres of permanent and 0.081 acre of temporary wetland impacts 0.219 acre of permanent and 0.556 acre of temporary impacts to other waters of the U.S. and open waters | Mitigate unavoidable, permanent impacts at a 1:1 ratio in a wetland mitigation bank in the South Platte River watershed | CDOT Environmental/Developer | Pre-construction/during construction | Final EIS, Section 5.15, p. 5.15-13 |
| 106 | Wetlands, open waters, and other waters of the U.S. | 5.507 acres of permanent and 0.081 acre of temporary wetland impacts 0.219 acre of permanent and 0.556 acre of temporary impacts to other waters of the U.S. and open waters | Obtain and follow requirements of Section 404 permitting and Senate Bill 40 certification | CDOT Environmental/Developer | Pre-construction/during construction | Final EIS, Section 5.15, p. 5.15-13 |
| 107 | Wetlands, open waters, and other waters of the U.S. | 5.507 acres of permanent and 0.081 acre of temporary wetland impacts 0.219 acre of permanent and 0.556acre of temporary impacts to other waters of the U.S. and open waters | Install temporary erosion control and sediment control BMPs before ground-disturbing activities; permanently stabilize completed areas within seven days | CDOT Environmental/Developer | Pre-construction/during construction/post-construction | Final EIS, Section 5.15, p. 5.15-13 |
| 108 | Wetlands, open waters, and other waters of the U.S. | 5.507 acres of permanent and 0.081 acre of temporary wetland impacts 0.219 acre of permanent and 0.556 acre of temporary impacts to other waters of the U.S. and open waters | Restore wetlands temporarily affected during construction to pre-construction conditions | CDOT Environmental/Developer | During construction | Final EIS, Section 5.15, p. 5.15-13 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|---|--|-------------------------------|--|-------------------------------------|
| 109 | Water quality | Stormwater runoff can create erosion and degradation of water quality during and after construction | <p>Implement the following BMPs for erosion and sediment control, dust control, stormwater control, and expansive soils during and after construction:</p> <ul style="list-style-type: none"> • Silt fences, erosion control blankets • Sediment traps, sediment basins • Soil stockpile management • Temporary diversion structures • Spill prevention and control measures • Regrading • Seeding and revegetating soils and slopes • Mulch protection for new plantings • Stormwater control channels | CDOT Environmental/ Developer | Pre-construction/ during construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 110 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Prevent over-treating by commencing liquid de-icer application at the beginning of snowfall and no longer pre-treat roads | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 111 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Reduce the application rate of sand and salt mixtures from historic rates by compliance with CDPHE, Air Quality Control Commission's Regulation 16. | CDOT Maintenance/ Developer | During construction/ post-construction | ROD, Section 9.14, p. 184 |
| 112 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Apply liquid de-icer products at the lowest application rate that it will remain effective by adherence to CDOT's Standard Operating Guide for Winter Maintenance and Operations. | CDOT Maintenance/ Developer | During construction/ post-construction | ROD, Section 9.14, p. 184 |
| 113 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Completely remove sand/salt within the "core" sweeping area within four days of snow events, as per DRCOG and CDOT regulations; only 35 percent removal outside the "core" areas is required; for the past two years, it has been CDOT practice to remove all remaining sand/salt from the study area even though it is not in the "core" sweeping area—and CDOT will continue to do so | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|---|--|-----------------------------|---|-------------------------------------|
| 114 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Perform fleet upgrades that include on-board computers to track the amount of mixture being applied, as well as rates of application of de-icing materials; this technology prevents over-treating; the majority of the CDOT Region 1 fleet is currently equipped with these computers | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 115 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Utilize only de-icing and anti-icing products which are on the Pacific Northwest Snow Fighters Approved Product List. Use product application rates which conform to the manufacturer's recommendations and air and water quality regulations. | CDOT Maintenance/ Developer | During construction/ post-construction | ROD, Section 9.14, p. 185 |
| 116 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Stockpile solid mixtures at the I-70 and Havana Street CDOT maintenance facility; the mixtures are kept under domes to protect them from precipitation, which prevents water high in salts from running off into receiving waters | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-18 |
| 117 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Perform quality assurance audits on de-icing mixtures several times per year to ensure elevated levels of harmful anti-caking compounds are not found in the mixtures | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-18 |
| 118 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Train snowplow drivers annually, stressing the importance of meeting or exceeding water quality and air quality permit requirements | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-18 |
| 119 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Use temperature gauges built into trucks and roadway surfaces to assist with making decisions related to de-icing application rates and mixes | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-18 |
| 120 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Use vacuum sweepers, not side-cast sweepers, as part of ongoing fleet upgrades; trash within the right of way is picked up prior to each sweeping | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 121 | Water quality | Winter maintenance activities use solutions and compounds that could lead to water quality issues from runoff | Rely on cameras/ITS systems to determine problem areas during each storm event | CDOT Maintenance/ Developer | During construction/ post-construction | Final EIS, Section 5.16, p. 5.16-18 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|---|--|--|--|---|
| 122 | Water quality | Increase in runoff TSS loads of six percent to the South Platte River Increase in runoff TSS loads of 18 percent to Sand Creek | Provide permanent water quality control features (i.e., extended detention pond) as part of the project to treat stormwater runoff from the highway | CDOT Engineering and Environmental/ Developer | Final design/ during construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 123 | Water quality | Increase in runoff TSS loads of six percent to the South Platte River Increase in runoff TSS loads of 18 percent to Sand Creek | Consider environmentally friendly techniques to provide water quality treatment | CDOT Environmental/ Developer | Final design/ during construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 124 | Water quality | Increase in runoff TSS loads of six percent to the South Platte River Increase in runoff TSS loads of 18 percent to Sand Creek | Treat runoff prior to entering the South Platte River and Sand Creek in conformance with CDOT's MS4 Permit and New Development and Redevelopment Program | CDOT Environmental/ Developer | Final design/ during construction/ post-construction | Final EIS, Section 5.16, p. 5.16-17 |
| 125 | Geology and soils | Excavation is anticipated to extend below the depth of groundwater from approximately the UPRR to Columbine Street | Prevent groundwater infiltration into the lowered section of the highway; install underdrain pipes below the pavement to drain any additional groundwater that still enters the lowered section | CDOT Engineering/ Developer | Final design/ during construction/ post-construction | Final EIS, Section 5.17, p. 5.17-9 |
| 126 | Geology and soils | Temporary impacts to groundwater during excavation | Dewater during the construction process | CDOT Engineering/ Developer | During construction | Final EIS, Section 5.17, p. 5.17-9 |
| 127 | Hazardous materials | 34 hazardous materials sites affected; 750 acres of land disturbed | Before right-of-way acquisition, conduct a Phase I Environmental Site Assessment (Phase I) or initial site assessment for those properties identified for acquisition; based on these assessments, additional subsurface investigation may be required depending on the recognized environmental conditions identified and potential risk to the project | CDOT Environmental/ Developer | Prior to property acquisition | Final EIS, Section 5.18, p. 5.18-19 |
| 128 | Hazardous materials | 34 hazardous materials sites affected; 750 acres of land disturbed | Avoid contaminated sites wherever practical; where unavoidable, initiate further site investigation and coordination with affected property owners | CDOT Engineering and Environmental/ Developer | Final design/ during construction | Final EIS, Section 5.18, p. 5.18-19 |
| 129 | Hazardous materials | 34 hazardous materials sites affected; 750 acres of land disturbed | Follow CDOT <i>Standard Specifications for Road and Bridge Construction</i> , Section 250, Environmental, Health and Safety Management | CDOT Engineering and Environmental/ Developer | During construction | Final EIS, Section 5.18, p. 5.18-19 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|--|---|---|--|-------------------------------------|
| 130 | Hazardous materials | Potential impact to Vasquez Boulevard/ I-70 Superfund site | Coordinate with and obtain approval from the U.S. Environmental Protection Agency (EPA) and CDPHE, as necessary, when construction occurs in the Vasquez Boulevard/I-70 Superfund site | CDOT Engineering and Environmental/ Developer | Final design/ pre-construction/ during construction | ROD, Section 9.15, p. 186 |
| 131 | Hazardous materials | Extensive excavation through a known landfill that contains contaminants | Follow Tri-County Health Department Health and Safety Practices during construction on or near former landfills | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.18, p. 5.18-19 |
| 132 | Hazardous materials | 33 hazardous materials sites affected; 719 acres of land disturbed | Conduct appropriate surveys for asbestos, lead-based paint, and universal wastes prior to demolition of any building structures and bridges or elevated structures; if these materials are encountered, remove them in accordance with applicable regulations and guidelines; if asbestos-containing material (ACM) is encountered, including buried utilities, follow CDOT Specification 250.07, Asbestos-Containing Material Management and CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure; additionally, depending on the type of ACM, clean up this material in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation No. 8 of the Air Quality Control Commission Regulations | CDOT Environmental/ Developer | During property acquisition/ pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-19 |
| 133 | Hazardous materials | 33 hazardous materials sites affected; 719 acres of land disturbed | Update contaminated sites search databases to reflect most recent records | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-19 |
| 134 | Hazardous materials | 33 hazardous materials sites affected; 719 acres of land disturbed | Prepare and implement a project-specific Health and Safety Plan and Materials Management Plan to address potential hazardous materials that are encountered during construction; these plans will consist of specific measures to protect worker and public health and safety, as well as programs to manage contaminated materials during construction | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-19 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|--|--|-------------------------------|--|-------------------------------------|
| 135 | Hazardous materials | Construction at hazardous materials sites also may affect the construction budget and schedule, particularly if previously unidentified contamination is found | In the event that unknown contaminated media is encountered during construction, stop working until the contamination is properly evaluated and measures are developed to protect worker health and safety in accordance with the project-specific Health and Safety Plan and Materials Management Plan | CDOT Environmental/ Developer | During construction | Final EIS, Section 5.18, p. 5.18-19 |
| 136 | Hazardous materials | Construction activities at hazardous materials sites have the potential to spread soil or groundwater contamination | Implement standard construction measures for fugitive dust control, as well as stormwater erosion and sediment controls, to minimize the spread of contaminated soil; during the construction phase, require the Developer to file and abide by a dust management plan to minimize the effects of dust on surrounding communities; additionally, conduct air monitoring to determine whether dust control efforts are successful in preventing violations of air quality standards | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-20 |
| 137 | Hazardous materials | Construction activities at hazardous materials sites have the potential to spread soil or groundwater contamination | Obtain a CDPHE Colorado Discharge Permit System (CDPS) Construction Dewatering Permit, Remediation Activities Discharging to Surface Water or Construction Activities Discharging to Ground Water, as required, utilizing readily available data; the selected Developer will follow the permit requirements | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-20 |
| 138 | Hazardous materials | Construction activities at hazardous materials sites have the potential to spread soil or groundwater contamination | If this alternative requires permanent dewatering, obtain and follow the necessary CDPS Dewatering Permits; under the temporary construction and permanent feature dewatering permits, treat and discharge source water onsite in accordance with the permit or characterize and remove source water offsite to a permitted disposal facility | CDOT Environmental/ Developer | Pre-construction/ during construction/ post-construction | Final EIS, Section 5.18, p. 5.18-20 |
| 139 | Hazardous materials | Construction at hazardous materials sites also may affect the construction budget and schedule, particularly if previously unidentified contamination is found | Properly abandon and close monitoring wells or septic systems disturbed during construction activities in accordance with applicable regulations and guidelines; if existing monitoring wells are impacted during construction, the project will replace them, as necessary | CDOT Environmental/ Developer | Pre-construction/ during construction | Final EIS, Section 5.18, p. 5.18-20 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|---------------------|--|---|------------------------------|--|---|
| 140 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Minimize service disruptions by connecting to active utilities, and scheduling to coincide with periods of lower demand | CDOT Utilities/ Developer | During construction | Final EIS, Section 5.19, p. 5.19-26 |
| 141 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Encase or provide protective cover over any impacted underground utilities | CDOT Utilities/ Developer | During construction | Final EIS, Section 5.19, p. 5.19-26 |
| 142 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Coordinate with utility owners and operators to identify construction requirements and financial responsibilities for relocations | CDOT Utilities/ Developer | Pre-construction/ during construction | Final EIS, Section 5.19, p. 5.19-26 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|--|--|--|--------------------------------|---|---|
| 143 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Identify and improve any utility concerns that can be addressed as part of project implementation | CDOT Utilities/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.19, p. 5.19-26 |
| 144 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Integrate above-ground utilities that are impacted by the project into the design, hide them from sight within the design, and/or design them to be aesthetically pleasing to the greatest extent practical | CDOT Utilities/ Developer | Final design/ during construction | Final EIS, Section 5.19, p. 5.19-26 |
| 145 | Utilities | All utility types will be affected to some extent Construction impacts to utilities will be substantial to accommodate the lowered highway and increased width Offsite stormwater drainage system south of I-70 will cause additional impacts to utilities and result in major benefit to address an existing deficiency | Move above-ground utilities underground to the greatest extent practical | CDOT Utilities/ Developer | Final design/ pre-construction/ during construction | Final EIS, Section 5.19, p. 5.19-26 |
| 146 | Section 4(f)— Recreation Resources | Use of Swansea Elementary School Public Playground | Use remnants of adjacent parcels obtained for right-of-way expansion to reconfigure the school site plan and replace all the playground facilities; this includes closing Elizabeth Street between 46th Avenue and 47th Avenue | CDOT Engineering/ Developer | During construction | Final EIS, Chapter 7, p. 7-105 |

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| Mitigation # | Mitigation Category | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Construction Mitigation | Source Document |
|--------------|-----------------------------------|--|---|-------------------------------|---|--------------------------------|
| 147 | Section 4(f)—Recreation Resources | Use of Globeville Landing Park | Return to pre-construction or comparable state following construction | CDOT Environmental/ Developer | Pre-construction | Final EIS Chapter 7, p. 7-106 |
| 148 | Section 4(f)—Historic Resources | Use of 22 historic resources, which includes 9 <i>de minimis</i> impact determinations | Implement other mitigation measures, as identified, in consultation with SHPO and consulting parties as described in the PA | CDOT Environmental | Pre-construction/ during construction | Final EIS, Chapter 7, p. 7-106 |